

## Shipping

**Steamers.**  
**DOUGLAS STEAMSHIP COMPANY,**  
**LIMITED.**  
FOR SWATOW, AMOY AND  
TAIWANFOO.  
This Co.'s Steamship  
*Thales,*  
Capt. BIRNTHURST, will  
be despatched for the above  
Ports **TO-MORROW**, the 2nd April.

Daylight

For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & Co.,**  
General Managers.

Hongkong, April 1, 1893.

**OCEAN STEAMSHIP COMPANY.**

**FOR SHANGHAI.**

(Taking Cargo & Passengers at Through rate)  
for NINGPO, CHEERO, NARROW  
OHANG, TIENTSI, HANKOW  
and Ports on the RIVER.

The Co.'s Steamship  
Polyphemus  
Capt. Les, will be de-  
parted as above on  
**SUNDAY, the 2nd April.**


For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, March 25, 1893.


**SHELL LINE OF STEAMERS.**

**FOR MARSHES.**

FOR PASSENGERS.

 The Co.'s Steamship  
 Commanded by  
 ARNOLD, will be despatched  
 above on or about the 2nd Proximo.  
 For Freight, apply to  
 ARNOLD, KARBEG & Co.,  
 Agents,  
 Hongkong, March 28, 1893. 5

FOR YOKOHAMA AND HIOGO.

 The Steamship  
 Commanded by  
 Capt. F. VON EINSELE, will  
 be despatched for  
 above Ports on TUESDAY, the 4th April  
 at Noon.  
 This Steamer has superior Accommoda-  
 tion for First and Second Class Passengers  
 and carries a Doctor and a Stewardess.  
 For Freight or Passage, apply to  
 SIEMSEN & Co.,  
 Agents,  
 Hongkong, March 30, 1893. 5

FOR SINGAPORE, PAYRE AND  
 HAMBURG.  
 (Calling at NAPLES for landing Passengers  
 and Cargo at the latter place.)

**Yokohama** *Capitani* **ROTTA**  
**ANTWERP, AMSTERDAM, ROTTER-**  
**DAM, LISBON, OPORTO, LONDON**  
**LIVERPOOL AND BREMEN.)**

The Steamship  
*Daphne*,  
 Captain J. Voss,  
 is despatched for  
 above Ports on **TUESDAY**, the 4th Ap-  
 ril at 4 p.m.

The Steamer has superior Accommo-  
 dation for First and Second Class Passeng-  
 ers, and carries a Doctor and a Stewardess.

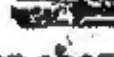
For Freight or Passage, apply to  
**SMITHSEN & Co.**  
*Agents.*

**Hongkong, March 27, 1893.**

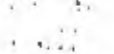
**SHIRE LINE OF STEAMERS.**

**FOR NAGASAKI, KOBE AND**  
**YOKOHAMA.**  
*(Via Inland Sea.)*

The Steamship  
*Shiratsuyu*,  
 Captain J. Voss,  
 is despatched for  
 above Ports on **TUESDAY**, the 4th Ap-  
 ril at 4 p.m.

 Captain Vrean, will  
be despatched on above  
or about **TUESDAY**, the 4th Proximo.  
For Freight or Passage, apply to  
**DODWELL, CARRELL & Co**  
Agents.  
Hongkong, March 25, 1893.

**OCEAN STEAMSHIP COMPANY**  
**FOR LONDON VIA SUEZ CANAL**  
The Co.'s Steamship  
Myrland,  
Captain Nensor, will  
be despatched on above



WEDNESDAY, the 6th April, at 11 a.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE**  
Agents,  
Hongkong, March 30, 1893.

For NEW YORK VIA SUEZ CANAL  
The Steamship  
*Macduff*,  
PORTER, Commanding,  
will be despatched for  
above Port on or about WEDNESDAY  
the 12th inst., instead of as previously  
advertised.

For Freight or Passage, apply to  
**DODWELL, CARILL & Co.**  
Agents,  
Hongkong, March 29, 1893.

**Sailing Vessels.**  
FOR SAN FRANCISCO.  
The 100 A.T. British Ship  
*Celtic Chief,*  
OWEN, Master, will load here  
the above Port, and will  
quick despatch.  
For Freight, apply to

SHEWAN & CO.  
Hongkong, February 20, 1893.

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HONGKONG HOTEL Co., Ltd.

NOTICE.

ROOMS TO LET.

**F**ROM and after 1st April, 1893, the monthly tenants only, ROOMS in the old portion of the HOTEL, for

By Order, *R. LYALL,*  
*Secretary*



At 6, Ningpo Road, Shanghai, on the

late Harbour Master, Chemulpo and Port

At 2, Broadway, Shanghai, on the 27th March, 1893, CHARLES WARREN, aged 43 years.

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The publication of this issue commenced at 7.35 p.m.

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*The Atlantic*

It will be comforting to the members

of the Victoria Recreation Club to know that steps are at last being taken by the Committee to provide improved facilities for bathing. At the risk of loss of health several members, for some weeks have been bathing in the miserable and disgusting slough which has represented the bath of the Club, while many more have had a "look see" and turned away in disgust, foregoing the pleasure of a sea-water dip. To these members, particularly this unofficial announcement that something is at last to be

amount of satisfaction. A bargo on

the Committee have not considered it to be of sufficient importance to reveal their plan to the members, will be moored out in the current, at some distance from the present structure and so-called bath. Bathers will be rowed out to the raft (or barge). Almost any thing would be better than the present arrangements (or want of arrangements).

and while busy with regard to the improvement proposed by the Committee

as merely a makeshift or temporary one which may or may not turn out satisfactorily, there will remain a strong feeling, that ought, in justice to the Committee, to find expression at the first general meeting of members of this po-

pular Club, in favour of the initiation of

safe bathing facilities. It would be unfair to blame the Committee either for the present state of matters or the difficulty in effecting improvements. No one could well have foreseen that the Pray Reclamation would have such a bad effect upon the bath of the V.R.C. And it is easy to understand that great difficulty would be experienced in finding another place as suitable or convenient

— as the site on which the Club building

that the Committee have been giving the subject the considerable amount of thought and earnest thought. All this fair-minded members of the Club recognize and admit, but since the Committee have had such evident difficulties in arriving at even a temporary solution one cannot help thinking that the sense of the members should be taken with a view to having this really important matter of bathing facilities settled definitely and satisfactorily; and it, after this opportunity has been given them, the members do not evince any willingness to help the Committee with feasible suggestions, then they deserve to be left with the present contemptible structure on their hands.

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**TELEGRAMS.**  
(SUPPLIED TO THE 'CHINA MAIL'.)  
(Via Southern Line.)

THE GERMAN PRESS AND  
FRENCH STATESMEN

SINGAPORE, March 30,  
The Norddeutsche Allgemeine views with  
apprehension the recent expulsion of Ger-  
man newspaper correspondents from Paris  
and accuses French statesmen of diverting  
attention from the Panama Scandals by a  
brilliant popular hatred against Germans.

UNITED STATES TARIFF.  
President Cleveland has estimated it

several congressmen have declared their intention to summon a special session during September or October to consider the tariff.

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**RESIGNATION OF THE FRENCH CABINET.**  
Singapore, March 31, 1893.  
The French Cabinet has resigned.

—

**ENGLAND'S POLICY IN EGYPT.**

Letter dated 15th February 1944

the events connected with the recent crisis. He protested against the action of the Khedive and stated that if disregarded would have entailed further grave consequences. He considered it not prudent to positively assume that all risk of future trouble had ended. England must continue her present policy as it is absolutely certain

Egypt can in no case be released from

The following translation of a circular which was issued by the Japanese government in 1937, respecting the building of gunboats, is of interest in connection with the Japanese attitude toward the protection of the foreign flag in the waters of the Chinese coast.

built, furnished with paddles, and possessing the power of self-propulsion. Several

hundreds of able-bodied men were enlisted for the service, and trained for future emergencies. Suddenly the heavens grew over blackness, and there appeared a monstrous thing, resembling in appearance an islet, in the midst of the stream. The men became terribly alarmed, rushed to their guns, and fired. The monster, seeing the fire from the guns, made a mighty bound. The waves leaped up, touched the sky, and all the ships were destroyed. This is to be ascribed to the fact that Heaven cannot endure the devil.

-N. O. Daily News.



## LOCAL AND GENERAL.

## PASSED STEAMERS.

**OUTWARD ROUTE:—**Endavour, Feb. 21; Torridge, 24; Queen Anne, March 1; Taita, March 3; Cape Cornwall, 7; Benesse, 10; Hornhead, 10; Amaranth, 10; Yarrow, 10; Parnassus, 10; Golden Cross, 14; Ningchow, 17; Eldon, 17; Oldenburg, 17; Glasgow, 17; Belona, 21; Breconshire, 21; Melbourne, 21; 23.

**HOMeward ROUTE:—**Jan. 14; Bismarck, 23; Ben, 23; Worcester, March 3; Palmerston, 14; Taita, 17; Kintuck, 21.

The O. & O. Co.'s s.s. *Oceanic*, with the AMERICAN MAIL, left for Yokohama on Sunday, the 2nd inst., at daylight, and may be expected here on or about Friday, the 7th inst.

The P. & O. Co.'s s.s. *City of Rio de Janeiro*, with mails, left San Francisco for this port, via Yokohama, on March 23.

The Northern Pacific Company's s.s. *Tasmania* left Victoria, B.C., for Hongkong, via Japan ports on Sunday, March 28.

The s.s. *Chelidra*, from Calcutta and Straits for this port, left Singapore on March 23, and may be expected here on or about April 4.

The O. S. S. Co.'s steamship *Friem* left Singapore on March 29, and may be expected here on or about April 5.

The P. & O. Co.'s s.s. *Lombardy* left Singapore for this port on March 29, and may be expected here on or about April 5.

The s.s. *Sikh* left Singapore on March 30, and may be expected here on or about April 6.

**UNION CHURCH:—**EASTER SUNDAY, APRIL 2nd, 11 A.M.  
Hymns, 293, 11 A.M.; Anthem, "Christ our Passover is sacrificed for us," (Goss).

**ORDER OF CHURCH SERVICE AT ST. JOHN'S CATHEDRAL:—**EASTER SUNDAY.  
Matins:—Hymn (Processional) No. 134; Easter Anthem, "Easter Hymns," (Goss); Psalm, Cooke; Rites and Hymns; Te Deum, Bannett (G. No. 133); Jubilate, Toun (F. No. 69); Anthem, "The Trumpet shall sound" (Solo) "Sinner by man came death," and "For as in Adam all die," Quiret and Choruses (From the "Messiah"); Kyrie, Sangster; Hymn, 127; Nicene Creed, (Marbeck); Offertory: Sonnetes, Stainer; Communion Hymn, 313.

**Evening:—**Hymn (Processional) No. 131; Proper Psalms, Battisbail; Toun Perigins; Goss; Magnificat; Nunc Dimittis, Bannett (F. No. 11); Anthem, "Christ our Passover," (Goss); Hymns, 140 and 302.

**MONDAY** next being Easter Monday, there will be no issue of the China Mail.

The Austrian Lloyd's s.s. *Marina Terra* left Kobe for this port today, at 10 a.m.

The s.s. *SSEA* left Singapore on the 30th ult., and is due here on or about the 5th inst.

The M. M. Co.'s s.s. *Osaka* was to leave Shanghai for this port at 11 a.m. today (Saturday).

The D. D. R. steamer *Niole*, from Hamburg, left Singapore for our port yesterday afternoon and may be expected here on or about the 6th April.

The O. & O. S. *Oceanic*, with mails, etc., from San Francisco to the 14th ult., has arrived at Yokohama, and leaves for this port tomorrow morning.

Messrs Jardine Matheson & Co. inform us that the s.s. *Glenartney*, from London, left Singapore for this port on Thursday afternoon.

A PASSENGER by the steamer *Pedig* from Canton this morning was brought before Captain Hastings charged with stealing a fellow-passenger's baggage. He was convicted, and sentenced to sixty days' imprisonment.

The annual competitions of the Hongkong Rifle Association were begun at the Kowloon Ranges yesterday. Shooting commenced at 10.30 a.m. and finished at 5.30 p.m. There was a fairly good turnout of competitors from the navy, army, and police, with a few volunteers and civilians. At the long range there was a strong steady breeze, rendering big allowances for windage necessary, and a nasty glare troubled the marksmen, who, in consequence, were unable to get on good scores. The shooting on the whole was not up to the average. To-day there should have been an improvement in this respect, and it is to be hoped that the conditions on Monday, the concluding day of the competitions, will be even more favourable.

Yesterday the range officers were: Police Range, Major Faithfull; Hongkong Regiment, Old Military Range, Officer of Hongkong Regiment; New Military Range, Mr. H. J. Holmes; Naval Range, Mr. C. Ford and Inspector Quincey. To-day the range officers are: Police Range, Lieut. Phillips, R.M.A.; and Major Faithfull; Old Military Range, Lieut. Smyth, Shropshire L.I. and Lieut. Jordan (retired); New Military Range, Lieuts. Howell, Gracia, and Maclellan; Shropshire Light Infantry, Naval Range, Lieut. Conolly, R.M.L.I., and Lieut. Phillips. On Monday the range officers will be: Police Range, Dr. Hievor, R.N.; Old Military Range, Mr. Woods, R.N.; and Major Faithfull; New Military Range, Lieut. Phillips, and Dr. Hievor; Naval Range, Major Faithfull and Inspector Quincey. The general arrangements have been carried out very efficiently by the Committee of the Rifle Association, to whom the Joint Hon. Secretaries, Mr. E. Robinson and Inspector Mann, have rendered most valuable services. Yesterday some interested spectators, including a few ladies, watched the shooting.

The date of the concert by pupils of Maestro Cattaneo, in aid of the Netherland Hospital, has again been altered. The postponement of the entertainment to the 13th inst. has unfortunately been necessary on account of illness on the part of some of the performers.

At the Magistracy, before Capt. Hastings, Ho Shing, boatmaster, was charged with leaving the anchorage with his junk at one o'clock this morning. The junk was observed proceeding in the direction of the Canton river, when Constable Langley bore down upon her in the Police launch. The boatmaster found no permit on board. There was a full general cargo, and, inclusive of crew, upwards of forty persons on board.

The defendant's only excuse was that he was going across to the Kowloon Godowns to get tea. His Worship imposed a fine of \$100, which was promptly paid. The alternative in the case of non-payment was three months' imprisonment with hard labour.

This morning at the Magistracy, Henry Hygon, Captain of the Danish steamer *Adia*, was charged by Constable Campbell with having, on 23rd March, shipped kerosene oil in a prohibited place in the Harbour and during prohibited hours. Constable Campbell stated that at 1.45 a.m. on the 23rd March he saw a steamer anchored off Stonecutter's Island in the gunpowder anchorage. He went alongside and found three or four boats putting kerosene oil on board. He asked the defendant why he was not in the 'dangerous goods anchorage,' and why he was taking dangerous goods on board during prohibited hours. The Captain replied that the Harbour Master told him to go there, and had mentioned no hour at which the kerosene might be shipped. He had no permit. The defendant stated to his Worship on his own behalf that he had the permission of the Harbour Master to go to the gunpowder anchorage. He did not know it was prohibited to take in kerosene during the night. Captain Hastings, before whom the evidence was heard, imposed a fine of \$1, with the alternative of six weeks' hard labour, for the first offence, and \$100, with the alternative of three months' imprisonment with hard labour, for the second offence. Sentences consecutive.

The police have wakened up to the fact that the streets are infested by mendicants in different stages of dilapidation, and at the Police Magistrate's levee this morning there was quite a large number of these street pests to be dealt with. Some were given money from the poor box and shipped to the mainland, but in a few cases the strange excuses for begging were considered sufficient to allow the beggars to be turned loose again upon suffering Colony. One excuse for 'collecting money,' as one beggar euphemistically designated his 'profession,' was that the money was wanted 'for the burial of dead bodies died at sea.' There is something odd about this excuse.

It is quite as lame as the man who offered it to a confiding Magistrate, but it was good enough to secure his discharge. He deserved to get off, though it were only for his 'cherk.' But the police may well feel disgraced in their new crusade against impudent beggars and no less important to chair and ricksha coolies, if their efforts are not supported in the Police Court. It is hard enough that the police should be subjected to constant criticism for want of attention to the regulation of street traffic and like matters, but unless they receive some support when the cases go before the Magistrate it is hardly to be expected that they will be as energetic as residents would wish them to be. Another point that has to be considered in the regulation of street traffic more particularly in Queen's Road, is that it is more often the coolies of private vehicles who are to blame for infringements of the rule of road than the ordinary coolie. Let the policemen on duty in some of the principal thoroughfares 'run in' a few private coolies, and there will soon be a public outcry about interferences with private rights. The policeman's lot is not a happy one when he has to endeavour to perform his duties to the satisfaction of a public which infringes the very rules the policeman is abused for not applying strictly in the case of licensed coolies.

The following obituary paragraph appears in the *Shanghai Mercury* of the 27th ult.:—It is with great regret that we have to chronicle the death of Captain Friedrich Wilhelm Schulze, which took place in the Shanghai General Hospital on Saturday night, after a very brief illness. Captain Schulze was a very well-known personage in nautical circles from one end of the China coast to the other, though lately he spent much of his time on shore and contributed a good deal to the columns of this paper, with which he was connected for the past 18 months. Captain Schulze had for years held command in the employment of the U.N. Co., which he left to take up the position at Chemulpo, which he in turn surrendered to run the first steamer between that port and the capital of Korea. The deceased was a gentleman of more than average attainments; was an excellent linguist, and took a deep interest in meteorology. Indeed he was largely instrumental in organizing the Shanghai Meteorological Society of which he was the Honorary Secretary at the time of his death. Of a retiring and studious disposition, poor old Schulze made few friends, but if he did he never made an enemy. A more harmless or better natured man never lived, and withal a very good fellow, and his faults whatever they might have been, were only sins against himself and not against his fellow-men. The funeral took place this afternoon and was well attended, Pastor Kraus officiating at the service and delivering a most eloquent and touching eulogy upon the deceased.

Information has been received in Hongkong from Taiwanfo, Formosa, of an attack by savages on a missionary in that island about a fortnight ago. The gentleman attacked was the Rev. Duncan Ferguson, of the English Presbyterian Mission, and he seems to have had a very narrow escape from death. He was crossing the mountains on his way back to Taiwanfo from visiting the mission stations on the other side of the island, when he was shot at by savages and wounded on the right breast. Happily, the wound was not very deep, the bullet coming out again about two inches from where it entered. Mr. Ferguson, who had been in advance of his party, ran back and rejoined his party before the savages were able to overtake him. Upon arrival at Taiwanfo the wound was dressed, and Mr. Ferguson was able to proceed to his station where Mrs. Ferguson was awaiting him.

Since his appointment as Acting Police Magistrate, Captain Hastings had had the good fortune to be called upon to deal with nearly every case of importance which has been brought before the Court, and he has invariably proved himself a highly efficient public servant. To-day he had to deal with a case which, though not by any means so important or intricate as many he has tried recently, required to be very carefully investigated to arrive at the truth. This he was successful in accomplishing only after repeatedly cautioning one of the leading witnesses whom he afterwards fined \$1, with the alternative of seven days' imprisonment, for lying, and refusing to answer questions. The case was a pitiable one. Two women and a doctor—all Chinese, of course—were charged with detaining a girl against her will, on 31st March, for the purposes of emigration. Negotiations, it appears, had been carried on between the prisoners and the mother of the girl with a view to her sale for \$800. The prisoners resided in Ladder Street, so that the nature of the story into which the girl's mother-child was to be sold might easily be guessed. The mother professed to be unaware of this, and her story was that her daughter was to become the fourth concubine of the male prisoner. A sum of \$3 was paid as bargain money, and the mother brought her daughter from Yunnan to the house of the prisoners in Ladder Street. She wanted the \$800 paid down there and then; but, as the prisoners themselves admitted, they were afraid of being cheated and refused to pay the money until the girl was on board the Macao steamer. They also refused to allow the girl to leave the house until the \$2 was repaid to them. It was at this point the police were informed of the affair. As the Magistrate had no doubt about the illegal detention of the girl, he sent both of the female prisoners to goal for one month, and sentenced the male prisoner to three months' imprisonment with hard labour. His Worship also directed that the girl should be sent to the Registrar General, in whose custody she will remain till her mother lodges security for the protection of her daughter when called upon by the Protector of Chinese as she shall see fit.

The following notice of the death of Chief Justice Bovill appears in the *Straits Times* of the 25th inst.:—Yesterday evening at 6 p.m. Sir Elliot Bovill, Chief Justice of the Straits, died of cholera at his residence, Sherwood, Pelatzer Road, Singapore. The Chief Justice, accompanied by the Attorney-General, left Singapore on Monday afternoon for Malacca, where cholera is supposed to have been or less prevalent. While at Malacca the Chief Justice was taken ill, and he died at Malacca, drinking absolutely no water other than perhaps a small quantity of beer given him by a friend. He was, however, a very robust man, and his illness was not of long duration. He was 60 years of age, and had been in the Straits for some time. He was a very well-known personage in nautical circles from one end of the China coast to the other, though lately he spent much of his time on shore and contributed a good deal to the columns of this paper, with which he was connected for the past 18 months. Captain Schulze had for years held command in the employment of the U.N. Co., which he left to take up the position at Chemulpo, which he in turn surrendered to run the first steamer between that port and the capital of Korea. The deceased was a gentleman of more than average attainments; was an excellent linguist, and took a deep interest in meteorology. Indeed he was largely instrumental in organizing the Shanghai Meteorological Society of which he was the Honorary Secretary at the time of his death. Of a retiring and studious disposition, poor old Schulze made few friends, but if he did he never made an enemy. A more harmless or better natured man never lived, and withal a very good fellow, and his faults whatever they might have been, were only sins against himself and not against his fellow-men. The funeral took place this afternoon and was well attended, Pastor Kraus officiating at the service and delivering a most eloquent and touching eulogy upon the deceased.

The following obituary paragraph appears in the *Shanghai Mercury* of the 27th ult.:—It is with great regret that we have to chronicle the death of Captain Friedrich Wilhelm Schulze, which took place in the Shanghai General Hospital on Saturday night, after a very brief illness. Captain Schulze was a very well-known personage in nautical circles from one end of the China coast to the other, though lately he spent much of his time on shore and contributed a good deal to the columns of this paper, with which he was connected for the past 18 months. Captain Schulze had for years held command in the employment of the U.N. Co., which he left to take up the position at Chemulpo, which he in turn surrendered to run the first steamer between that port and the capital of Korea. The deceased was a gentleman of more than average attainments; was an excellent linguist, and took a deep interest in meteorology. Indeed he was largely instrumental in organizing the Shanghai Meteorological Society of which he was the Honorary Secretary at the time of his death. Of a retiring and studious disposition, poor old Schulze made few friends, but if he did he never made an enemy. A more harmless or better natured man never lived, and withal a very good fellow, and his faults whatever they might have been, were only sins against himself and not against his fellow-men. The funeral took place this afternoon and was well attended, Pastor Kraus officiating at the service and delivering a most eloquent and touching eulogy upon the deceased.

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## To Let

TO LET.  
NO. 2, PEDDER'S STREET, next to

Post Office—suitable for OFFICE  
or CHAMBERS  
Apply to  
G. C. ANDERSON,  
13, Praya Cant.  
Hongkong, March 1, 1893.

TO LET.—From May next.—NEE  
TAGE, CAINE ROAD—FURNISHED  
Rent moderate.  
For Particulars, apply to  
R. G. WILCOX,  
70, Queen's Road Central  
Hongkong, March 6, 1893.

TO LET.  
 FLOUR ROOMS (furnished or  
 furnished) above the Kowloon  
 Kowloon, with Two BATH ROOMS.  
 Apply to  
 DORABEE NOWROOZI  
 Victoria Hotel.  
 Hongkong, March 15, 1893.

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18

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THE UNITED STATES,  
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INGS FROM HONGKONG.

do. ....	WEDNESDAY .....	14th April.
do. ....	WEDNESDAY .....	3rd May.
do. ....	WEDNESDAY .....	24th May.
do. ....	WEDNESDAY .....	14th June.

through the famous INLAND SEA of J. and embark passengers. The Canadian Pacific Railway surpasses that of any other line in the world. It has 10,000 miles of line in Canada and United States, a route to Europe at current rates, with past and present record. A return ticket is reckoned from the date of departure. It is granted to Missionaries, members of the armed forces, and to European officials in service of the Government. The only Trans-continental Line extending from the Atlantic to the Pacific and running its own Sleeping Coaches and Pullman Dining Cars. The Mountain Hotels on the Route are Cosmopolitan and comfortable.

ousine are unexcelled.  
Day, Sleeping and Dining Cars are com-  
mon.  
Age and Freight, apply to  
E. HOLLOWAY, General Agent.

**NOTATIONS.—APRIL 1, 1893.**

U. S. C.	Value.	Pay- up.	Closing Quota Cash.
1,000 \$	125	all	108 % prem.
875 £	10 1/2	1.15	81 1/2, sales
250 £	10 1/2	1.20	buys
000 £	10 1/2	8.10	38 1/2 % dis., sellers
250 \$	250	50	8103, buyers

0,000	83.23	25	856, sellers
0,000	200	50	174, buyers
0,000	100	20	212, sellers
0,000	250	25	830, sellers
0,000	100	all	899, sales and buy
0,000	100	20	183, sales
0,000	250	50	325, sellers
0,000	100	20	116, sales and buy
0,000	100	20	812, norm.
0,000	125	all	70 % prem., sales
0,000	50	all	820, sales
0,000	10	all	936, sales
0,000	20	all	1297, sellers
0,000	10	all	45 % / dim., buyers
0,000	50	all	320, norm.
0,000	100	10	89, buyers

0,000 £	10 £	1	£24, sellers
5,000 £	100	all	£148, sellers
7,000 £	100	a	£37, nom.
0,000 £	50	all	£42, sellers
2,000 £	100	37	£41, nom.
0,000 £	10		£50, sales
5,000 £	5	3	£7, buyers
1,000 £	1	a	£18, nom.
2,500 £	5	a	£23, nom.
1,200 £		all	£65, sales

4,500 \$	5	a	\$5, sales
10,000 "	6	a	\$35, sales and sell
16,000 "	1	40	\$13, sales
16,000 "	1	30	\$1, sellers
5,000 Pcs.	50	Pa	\$50, sales and bu
15,000 "	1	all	\$20, sales, buyers
7,000 "	17	1/2	\$21, ex now coll,
20,000 £	1	13/4	\$23, sellers
8,000 Pcs.	500	50	\$35, sellers
7,500 "	1	5	\$1, sales and buy
6,000 "	5	all	\$1, sales and buy
4,000 "	50	5	\$4, sellers
6,000 "	50	all	\$20, nom.
30,000 \$	10	all	\$15, sales and sel
50,000 "	0	all	\$24, sellers
7,000 £	10	all	\$30, buyers
30,000 \$	10	5	\$5, 20, sales and
20,000 "	10	all	\$3, sellers
4,000 \$	10	12	\$10, 50, sellers

1,200	10	all	\$4, sellers
6,000	25	all	\$15, sales and buy
600	60	all	\$60, com.
3,000	10	all	\$4, buyers
5,000	25	all	\$98
8,000	60	all	\$92, sellers.

	Value.	Interest.	Quotation.
Fl. 250	7 % p. annum	13 % prem., bu	
\$500	8., prem.	\$500	

Office, No. 5, Wyndham Street, Hongkong